

HAND BOOK AND GUIDE
TO
1,200,000 ACRES
OF
IOWA LAND,
IN THE
MIDDLE REGION OF WESTERN IOWA,
AND

35,000, Acres in Eastern Nebraska,

FOR SALE BY THE

IOWA RAILROAD LAND COMPANY,

IN FARMS TO SUIT PURCHASERS.

FREE FROM MORTGAGE OR OTHER INCUMBRANCE.

Offices Iowa Railroad Land Company:

Main Office—Cedar Rapids, Iowa,
54, 56 and 58 EAGLE STREET,

Branch Office—Chicago, Illinois,
92 RANDOLPH STREET.

1877.

ANDERSON & LAWSON, PRINTERS, CHICAGO.

LIST OF STATIONS

On the Cedar Rapids & Missouri River Railroad (operated by the Chicago & North-Western Railway Co.), with distances from the Mississippi.

STATIONS.	MILES.	STATIONS.	MILES.	STATIONS.	MILES.	STATIONS.	MILES.
From Clinton to		From Clinton to		From Clinton to		From Clinton to	
Cedar Rapids,	81	*Marshall,	150	*Ogden,	213	*Denison,	285
*Fairfax,	89	Lamoille,	157	*Beaver,	213	*Dowville,	295
Norway,	96	*State Centre,	164	Grand Junction,	224	*Dunlap,	302
*Blairstown,	105	*Colo,	172	*Jefferson,	231	*Woodbine,	312
Luzerne,	110	*Nevada,	179	*Scranton,	240	*Logan,	320
*Belle Plaine,	115	*Ames,	188	*Glidden,	250	*Mo. Valley,	329
*Chelsea,	122	Ontario,	192	*Carroll,	257	*Honey Creek,	338
*Tama City,	132	Midway,	197	*Maple R. Jun.,	261	Crescent,	343
*Orford,	139	*Boone,	202	*Arcadia,	267	Council Bluffs,	350
*East Legrand,	142	*Moingona,	207	*West Side,	270	Mo River,	352
Quarry,	145			*Vail,	276		

From Chicago to Canton, 138 miles.

Stations on the Maple River Railroad (operated by the Chicago & North-Western Railway Co.), with distances from Maple River Junction.

STATIONS.	MILES.	STATIONS.	MILES.	STATIONS.	MILES.	STATIONS.	MILES.
From Maple River Junction to		From Maple River Junction to		From Maple River Junction to		From Maple River Junction to	
*Breda,	7	*Odebolt,	26	*Battle Creek,	45	*East Mapleton,	60
*Wall Lake,	17	*Ida Grove,	38	*Danbury,	54		

Stations on the Iowa Falls & Sioux City Railroad (operated by the Illinois Central Railroad Co.), with distances from the Mississippi.

From Dubuque to	From Dubuque to	From Dubuque to	From Dubuque to
Iowa Falls,	Fort Dodge,	*Storm Lake,	*Remsen,
142	191	245	291
Alden,	*Barnum,	*Alta,	*Le Mars,
149	200	250	301
*Williams,	*Manson,	*Aurelia,	*Merrill,
157	210	258	308
*Blairsburg,	*Pomeroy,	*Cherokee,	*James,
162	217	267	319
Webster City,	*Marvin,	*Hazard,	Sioux City,
171	226	273	326
*Duncombe,	*Newell,	*Marcus,	
180	234	282	


From Chicago to Dubuque, 188 miles.

Stations on the Sioux City & Pacific Railroad, with distances from Sioux City.

From Sioux City to	From Sioux City to	From Sioux City to	From Sioux City to
*Sargent's Bluffs,	*Whiting,	*River Sioux,	*Cal. Junction,
7	29	52	69
*Salix,	*Onawa,	*Mondamin,	*Mo. Valley,
15	37	59	75
*Sloan,	*Blencoe,	*Modale,	
21	43	65	

Stations on the Fremont & Elkhorn Valley Line (operated by the Sioux City & Pacific Railroad Co.), with distances from Missouri Valley.

From Mo. Valley to	From Mo. Valley to	From Mo. Valley to	From Mo. Valley to
Missouri Ferry,	*Belle Creek	*Hooper,	*West Point,
10	29	53	73
*Blair,	*Fremont,	*Scribner,	*Wisner,
14	37	60	87
*Kennard,	*Nickerson,	*Crowell,	
20	45	65	

 At all Stations marked * this Company have Town Lots for sale, which can be obtained at the Agency of the Company at either of the places designated, or at its Main Office in Cedar Rapids, upon liberal terms of payment.

HAND BOOK AND GUIDE
TO
1,200,000 ACRES
OF
IOWA LAND,
IN THE
Middle Region of Western Iowa,
AND
35,000, ACRES IN EASTERN NEBRASKA,
FOR SALE BY THE
IOWA RAILROAD LAND COMPANY,
IN FARMS TO SUIT PURCHASERS.

FREE FROM MORTGAGE OR OTHER INCUMBRANCE.

Offices Iowa Railroad Land Company:

Main Office—Cedar Rapids, Iowa,
54, 56 and 58 EAGLE STREET.

Branch Office—Chicago, Illinois
92 RANDOLPH STREET.

1877.

The Maple River Railroad.

The Maple River Railroad has been built since the last edition of this Hand Book and Guide was published. Commencing at Maple River Junction, a new town located on the Cedar Rapids and Missouri River Railroad (the Chicago and Northwestern line) about $4\frac{1}{2}$ miles west of Carroll City in Carroll County, the new railroad extends northwesterly through Carroll, Sac and Ida counties to Ida Grove, the county seat of the county last named. Thence it follows, in its course, the beautiful valley of Maple River, traversing a part of Woodbury county, to Mapleton, in Monona county. It is located through the centre of the largest portion of the land-grant now owned and offered for sale by the Iowa Railroad Land Company, and in its course of 61 miles passes through no less than *five* of the best agricultural counties of the state.

The construction of the Maple River Railroad opens new fields which have never been culled, to the selection of land buyers. Large tracts, lying in solid bodies, comprising both odd and even numbered sections, and which were too remote from railroad facilities to be attractive to buyers, before this road was built, are now offered for sale in the counties of Crawford, Ida, Woodbury and Monona. For a particular description of the soil and physical characteristics of these lands, the reader is referred to pages 19, 21, 22, 23 and 24 of the Hand Book and Guide. It may be safely said that no section of the State is superior to that tributary to the Maple River Railroad in the elements that make a home desirable and attractive to the prudent and far-sighted farmer.

The road is leased in perpetuity to the Chicago and Northwestern Railway, to be operated in connection with its main line, thus permanently assuring to the public the best and safest means of transportation, at the lowest rates of cost.

Professional men, merchants, mechanics, and business men generally will find splendid openings at the newly laid out towns of Maple River Junction, Breda, Wall Lake, Odebolt, Ida Grove, Battle Creek, Danbury, and East Mapleton. Although only platted in the summer or fall of 1877, these towns are already thriving places and must continue to increase rapidly, as the rich surrounding country develops about them.



State of Iowa.

Origin of the Name.

AS the legend is told, a band of Indians escaping from their tribe and wandering westward in search of new hunting grounds, came at length to the Mississippi River. The trail which they had been following for some time led to the crest of an elevated bluff, from which an extended view was afforded of the country on the opposite bank. Here, by a clear spring which bubbled out a little way down the slope, they camped, and as they were being freshened by the soft westerly wind, after their long summer-day's march, the gay succession of groves and streams, and wavy billowy prairies which met their eyes from the farther bank, gave to their simple tastes ample assurance of a land of enchantment. Involuntarily they exclaimed "Io-wah," "Io-wah!"—"Beautiful Land," "Beautiful Land."

In time the little band became a numerous tribe known far and near, among the aborigines, by the name which has thus been given to the land in which they dwelt and hunted. But the advancing wave of civilization, emulating the star of empire in its westward course, long since obliterated from the land all traces of the tribe, except their name. That still remains, and to-day the fairest portion of the North American continent bears witness to its appropriateness, and vindicates the high reputation for descriptive power of the poor savage,

"Whose untutored mind,"

"Sees God in clouds, and hears him in the wind."

Iowa is indeed the "Beautiful Land."

Physical Geography.

Iowa has nearly the figure of a rectangular parallelogram, its extreme length, from east to west, being about 300 miles, and its breadth a little over 200 miles. The 42d parallel passes very nearly through the center of the State. The Mississippi and Missouri, the two largest rivers of the American continent, form, respectively, its eastern and its western boundary. Its area is about 55,045 square miles, or 35,228,800 acres.

The surface of the State is remarkably uniform in its altitude. It nowhere rises to an elevation which can be called a mountain, nor are the water-shed lines marked by distinct and easily defined ridges. Though everywhere undulating, it is in fact a vast plain lying slightly inclined toward the south and east, the northwest corner of the State having about 800 feet greater altitude than the southeast corner, which, measuring from the surface of the Mississippi at low water, is but 444 feet above the sea-level. The great "divide" between the Mississippi and the Missouri, is much nearer the latter river, more than three-fourths of the State being drained by streams flowing to the south-east.

The most striking feature in the topography of the northwest, is the predominance of *prairies*, a name first applied by the French settlers, and now universally adopted to designate natural grass land, in contra-distinction to the wooded region, or as it is generally called throughout the west, *timber land* or simply *timber*. Probably nine-tenths of the eastern, and a still larger proportion of the western half of the State of Iowa is prairie. The timber is in general found skirting the streams, while the prairie occupies the whole of the higher portion of the country, with the exception of here and there an isolated group of trees standing like an island amid ocean. An unequalled description of the prairies is given by the poet Bryant, in the following beautiful lines:

THE PRAIRIES.

"These are the gardens of the Desert, these
The unshorn fields, boundless and beautiful,
For which the speech of England has no name—
The Prairies. * * * Lo! they stretch
In airy undulations far away,
As if the ocean, in his gentlest swell,
Stood still, with all his rounded billows fixed
And motionless forever—Motionless!
No—they are all unchained again. The clouds
Sweep over with their shadows and, beneath,
The surface rolls and fluctuates to the eye;
Dark hollows seem to glide along and chase
The sunny ridges. * * * * *

In ascending from the level of a river to the high land in its vicinity, we first cross the "bottom land," or "bottom," the portion of the valley which is level and but little elevated above the surface of the stream. These bottom lands are frequently heavily timbered and with a great variety of trees, among which the elm, linden, black walnut, white and burr oak, poplar and ash are the most common. The breadth of the "bottoms" is very variable. Generally the width of the valley is proportioned to the size of the stream; so that on small tributaries there is but a narrow belt of low land, within which the stream meanders with a very crooked course, crossing and re-crossing from one side of the valley to the other. Usually the rise from the bottoms to the general level of the surrounding country is by a gradual ascent, without steps, or terraces, or "bench land," the face of the country indicating an uninterrupted and gradual drainage, rather than one characterized by epochs of repose.

Climate.

Early in the history of the country it was generally maintained that the climate of the Mississippi valley was considerably warmer than that of the Atlantic States in the same parallel. This theory has not been confirmed by the results of the observations which have been taken at numerous stations both in the Eastern and the Western States. But while it will appear from comparison of the records that there is little difference in the mean temperature for the *year* between places in the same latitude in the Mississippi valley and on the Atlantic coast, yet there is a perceptible tendency to extremes in the mean of the *seasons*, as we go west. The data show that spring and summer are decidedly warmer and winter colder in the Mississippi valley than in the same parallel in New York. A similar peculiarity is observed in regard to the distribution of the amount of rain-fall. Statistics carefully compiled show that while the quantity falling during the year, in the Mississippi valley, within the limits of Iowa, is large, being fully equal to that on the Atlantic coast, in the same latitude, there is a relative increase in the quantity falling in spring and summer, and very considerable decrease in the winter. It is to these peculiarities of the climate which insure heat and moisture during the growing season, no less than to the extreme richness of the soil, that the exuberant fertility of Iowa is to be attributed.

The early settlers on the Missouri slope insist that warm air currents give to that section of the State an earlier spring than is enjoyed by the eastern part. The country has not been long enough settled to test this claim by correct observations, but the universality of the belief among old settlers, gives strong confidence in its being well founded.

In healthfulness, the climate cannot be called in question. The census of 1870, taken by the United States, places Iowa, in this respect, in the front rank of States. The pure running water, with an absence of swamps and stagnant sloughs, renders the atmosphere salubrious at all seasons. Malarious diseases are unfrequent, and that scourge of some of the older settled States—the fever and ague—is seldom, if ever, known. Pulmonary complaints only exist when brought here by the sufferers.

Observations for a period of twenty years, made at Iowa City, under the direction of the Smithsonian Institute, show the average rain-fall in Iowa to have been 44.27 inches per year. The rain winds are from the southwest—the very opposite of those of the Atlantic States. The earliest snow within this period, was October 17th, 1859, and the latest, April 29th, 1851. Excepting in one or two seasons, (the summer of 1863 being unusually cold), there had been no frost seriously injuring the corn crop. The length of winter is indicated by the closing and opening of the Mississippi river, (latitude $41^{\circ} 30'$)—the average time of closing being December 23d, and opening February 26th.

The annual average temperature for thirty-two years is 48° above zero. During the four winter months there is shown a mean temperature of but 8° below the freezing point, and 26° above the freezing point for the other eight months.

The mean time of the flowering of fruit trees was, the *Apple*, May 6th; *Plum* and *Cherry*, May 2d; *Pear*, May 5th, and the *Quince*, May 10th.

Soil and other Attractions.

The Middle Region of Western Iowa presents attractions for the farmer which, taken as a whole, cannot be surpassed by any portion of the United States. Undulating prairies, interspersed with open groves of timber, and watered by streams pure and transparent, hills of moderate height and gentle slope—these are the ordinary features of the pastoral landscape. No country is more fertile, nor does any afford greater facilities for bringing wild lands under cultivation. Its native prairies are fields almost ready made to the hands of the tiller. Its rich friable soil, scarcely less productive anywhere than that of its most famous valleys, returns him reward for his labor a hundred fold, while the succulent native grasses of its unshorn fields, afford a provender for his stock equal in nutrition to the cultivated grasses of the East. Nor is its fertility easily exhausted. For centuries the successive natural crops of grass, untouched by the scythe, and but very partially kept down by pasturage, have accumulated organic matter on the surface soil to such an extent that the most exhausting crops, in long succession, will not materially impoverish it. To this extreme richness, ease of cultivation must be added. Its broad fields, unbroken by stumps or other obstructions, afford the finest scope for the mower, the reaper, the planter, and other agricultural implements which have been invented to save the labor of the husbandman. Ninety-five per cent. of the surface of Iowa is pronounced by the State Geological report to be tillable. With agricultural capabilities almost beyond computation, it is evident that farming must ever remain the principal element in the prosperity of the commonwealth.

But although marvelously fertile everywhere, there is a wide difference in nature and characteristics between the soil of Iowa lying east, and that lying west of the water-shed dividing the two great rivers of the State. East of the great divide the soil is the well known black loam, of the "drift period," geologically. In the proportion of its component materials, it is generally uniform in nature and excellence, but is sometimes modified by local causes, possessing in some localities more sand, or gravel, or clay, than in others. West of the divide the soil differs widely in character from any other in the State. It closely resembles the "loess" deposit in the valley of the Rhine, famous the world over for its richness. The celebrated geologist, Dr. Owen, calls it "silicious marl," and refers its origin to an accumulation of sediment in an ancient lake which was afterwards drained. The technical name given to this peculiar soil is "Bluff Deposit." As far as is now known it covers an area more than two hundred miles in length by over one hundred in width, drained nearly centrally by the Missouri.

Some of the physical properties of the Bluff Deposit merit especial mention. Except when darkened by decayed vegetation, it is of a slightly yellowish ash color. It is perfectly homogeneous in composition and color throughout, even where it is two hundred feet deep. Specimens taken from localities widely apart, are not distinguishable from each other. So finely comminuted are its ingredients, that to the touch it seems almost free from grit. Yet they are not very cohesive, and not at all plastic, and the soil does not "bake" or "crack" in drying, nearly as much as that which contains an appreciable amount of clay in its composition. The peculiar property possessed by this soil, of standing unchanged in form, when exposed to the weather, is quite remarkable. Wells dug in it require to be walled only to a point just above the water line, while

the remainder stands so securely without support of any kind, that spade marks remain visible for years. Embankments upon the sides of roads, or other excavations, although quite perpendicular, stand without change years after a bank of ordinary earth would have softened and fallen away to a gentle slope. This peculiarity is of great importance to the farmer, as it preserves the land from "wash," although it may have been only freshly planted. Another of its peculiarities, due to its silicious composition, is its freedom from stagnant pools and ponds, and the advantages it possesses of being constantly and completely under-drained. While it retains sufficient moisture at the surface, and crops growing upon it suffer less than in ordinary soils from drought, the distinct granular form of the silex, of which it is largely composed, enables water to pass through it as effectually, but not so quickly, as through ordinary sand. As a result of this peculiarity, the roads are uniformly good, and plowing is not retarded by wet weather nearly so much as in less favored soils. An analysis of the soil, by skillful chemists, show the following:

Silica,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82.15
Iron,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.89
Alumina,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	.67
Carbonate of Lime,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.66
																<hr/> 96.37

Agricultural Productions.

Indian Corn.—This is regarded as the great staple crop of the State, and is less liable to injury or failure than any other crop. No other grain can be compared with it, in its varied uses and its intrinsic value and importance to all. In one season only, during the past twenty years, has the crop failed to mature fully before autumn frost. The yield is ordinarily from 50 to 70 bushels to the acre, but in some localities, with good culture, successive years have given from 100 to 125 bushels. From the various and increasing uses to which this grain and its products are applied, the foreign demand may usually be relied on for a safe return, but a large profit can always be secured for its cultivation, by home feeding. In this great staple, Iowa is second to none of the States.

Wheat.—The well drained silicious marl, as some geologists denominate the soil of the middle region of Western Iowa, furnishes, especially upon the uplands, a congenial growth to this grain, which yields here with more uniform certainty and excellence, than in any other part of the country. The spring variety, of which there are several kinds, is that most cultivated and yields, with ordinary cultivation and a fair season, from twenty to thirty bushels to the acre. "Iowa Spring" is frequently employed in the large grain markets to raise the grade of inferior qualities, and generally commands the highest price. Winter wheat is raised to some extent, and it is believed will do well under a more careful system of planting and cultivating than is usually bestowed upon it. In 1874, there were raised 759,277 bushels, a large increase over previous years.

Barley and Oats.—These valuable grains are extensively cultivated, and with excellent success. The latter does well almost invariably, and is a favorite and profitable crop. Barley yields well, but owing to its extreme liability to injury from rain and storms after ripening, and while in the shock, it is planted in fields of smaller size, and more readily harvested. The following table will show the quantities of each raised in 1874.

Flax.—This is an invaluable crop to the settler, for it not only enables him to utilize his early breaking the first year, but leaves his land in cleaner condition for cropping the following season. It is also an exceedingly profitable crop, many of the purchasers of land from this Company having been able the first year to sell sufficient flax seed to pay the expense of raising it, and the first cost of the land on which it was grown. The crop is increasing in value as manufacturers are using the fibre in various ways, thus making the straw worth more than the saving and curing.

Potatoes and roots of all kinds yield enormously. Skilled agriculturists pronounce the peculiar soil of the Missouri slope as nearly identical in quality with the high priced lands of France and Belgium, so famous for their production of the sugar beet.

Sorghum Syrup.—This is a product of all parts of the State, and in quantity more than sufficient for all domestic uses.

Tame Grasses.—The value of the grass crop can hardly be estimated in figures. It is the main food of the principal stock for several months of the year. Hay has a steady value everywhere and is no more subject to disaster by insects, storms, or accidents in harvesting than other standard crops. Both timothy and clover succeed remarkably well and would be far more extensively cultivated were it not for the excellence of the native grasses.

Wool Growing.—Sheep thrive well on the rolling prairies, and are there exempt from the foot rot, scab, and other diseases common to a flat and muddy country. The pasture lands of some portions of the western slope are peculiarly adapted to wool growing. Sheep walks are being established to a considerable extent already, and it only needs that the advantages of the locality should become known to add largely to them. The cheap bluff lands overlooking the Missouri, Big Sioux, and some other streams are the best for this purpose.

Cattle Raising.—This branch of agricultural industry is becoming one of the most extensive and profitable in the State. The fertile prairies, covered with the most nutritious grasses and watered with clear and never-failing streams, afford a range of pasturage unsurpassed in excellence or extent. The grass known as the blue joint, said to be equally as good as the cultivated varieties, grows with great luxuriance in the valley bottoms, and can be had in an unlimited quantity for merely the expense of cutting and curing. Within the last few years, an earnestness amounting almost to a furor has existed among the farmers on the subject of improving the breeds. The best herds of Illinois, New York, and Kentucky, have been largely put under contribution to advance this purpose. Wherever an important stock sale is being conducted in the United States or Canada, the Iowa stock breeder is sure to be present,—an important personage. His “Herd Register,” and “Herd Book,” are better known and more often read than the Declaration of Independence. It may well be doubted whether any State in the Union can now show finer herds than those comprising the 9,690 Thorough-bred Short-Horns, owned in the State in January, 1875. The census of the State, of that year, is silent in regard to the statistics of other breeds; but it is well known that the Jerseys, Ayrshires, Devons, Herefords, and Holsteins, have their advocates, and fine herds of each have been collected.

Hogs.—It is a source of pride and congratulation to the Iowa farmer that his State leads the list of the largest hog producing States of the Union, having in 1874, an excess over any other State of 284,000. It is conceded that the best

method of marketing the vast grain products of the State, increasing in area each year, is to condense the intrinsic value into the least possible bulk, attended with the least expense and labor, and yielding the earliest and most ample returns. For this purpose farmers are turning their attention to this branch of stock, as the most accessible and best means of disposing of their surplus produce. In no other branch of farming has there been so general and decided improvement; nor is there any in which the future outlook is more promising.

Butter and Cheese.—Fine pasturage, pure water, and good stock are required to give excellence to these products, and nowhere are these conditions to be found more readily and abundantly than in the Middle Region of Western Iowa. The products of some of the Iowa dairies cannot be excelled by any of those of the the “Western Reserve” or the “Mohawk Valley.”

Fruit.—Apples, plums, grapes, and the many varieties of berries, are all natives of the soil, and the cultivated varieties yield with great thrift. The peach is not reliable for regular crops, but its place is well supplied by the pear and cherry, which are grown in great abundance. Of apples it need only be said that at the United States Pomological Exhibition in Richmond, Va., the first premium for the best and largest varieties of this fruit was obtained for the products of Iowa. The crop in 1874 was 1,450,735 bushels, and the number of fruit-bearing trees, 2,342,027.

Many interesting statistics on the subject are afforded by the last State census, taken in 1875. In no way can the agricultural advantages of Iowa be better presented to the intelligent inquirer than by the following brief statement, compiled from official sources, of the actual farm products of the State for the year 1874, and their market value:

Number of bushels of Spring Wheat harvested,	-	42,669,731
Number of bushels of Winter Wheat harvested,	-	759,277
Number of bushels of Indian Corn harvested,	-	136,284,542
Number of bushels of Rye harvested,	-	430,652
Number of bushels of Oats harvested,	-	29,144,352
Number of bushels of Barley harvested,	-	3,468,088
Number of bushels of Buckwheat harvested,	-	170,577
Number of gallons of Sorghum Syrup made,	-	1,489,421
Number of gallons of Maple Syrup made,	-	61,012
Number of pounds of Maple Sugar made,	-	97,159
Number of acres of Blue Grass for pasture	-	4,716,302
Number of acres of Tame Grass,	-	986,419
Number of tons of Hay from same,	-	1,150,899
Number of tons of Hay from wild grass,	-	1,439,916
Number of bushels of Potatoes,	-	7,461,462
Number of bushels of Sweet Potatoes,	-	128,578
Number of bushels of Onions,	-	125,528
Number of bushels of Turnips,	-	484,310
Number of bushels of Apples,	-	1,450,735
Number of bushels of Pears,	-	10,039
Number of bushels of Peaches,	-	50,747
Number of bushels of Cherries,	-	102,841
Number of pounds of Grapes,	-	9,707,705
Number of gallons of Wine made,	-	285,840
Number of Horses of all ages,	-	700,617
Number of Mules and Asses,	-	36,820
Number of Milch Cows,	-	528,483
Number of pounds of Butter (in 1873, 6,250,000),	-	35,174,531
Number of pounds of Cheese made at factory,	-	1,146,081
Number of Cattle (except work oxen),	-	1,395,892
Number of Thoroughbred Short Horn.	-	9,690

Whole number of Hogs on hand July 1, 1874,	-	-	3,139,973
Whole number of Hogs slaughtered and sold for slaughter in 1874,	-	-	2,514,421
Number of pounds of Wool,	-	-	2,356,213
Number of stands of Bees,	-	-	59,437
Value of Farm Products,	-	-	\$131,536,747
Value of Market Garden Products,	-	-	724,176
Value of Products of the Orchard,	-	-	1,179,962
Value of Products of the Herd,	-	-	43,051,594
Value of Products of the Dairy,	-	-	8,226,875

Thus the bright anticipations founded upon observation of the soil and climate will be found to be fully realized in the actual productions of the harvest.

Educational Advantages.

The duty of the State to provide for the instruction of its youth of both sexes, at the public expense, has been recognized by Iowa, and ordained by its laws from its first organization. In the execution of the duty, a general system of common schools has been established, and supplemented by county High schools,—a State University—and a State Agricultural College. The common school system embraces a Superintendent of Public Instruction, a State officer elected by the people at large, having his office at the Capital and invested with general supervision over all the public schools of the State, as well as the County Superintendents. Besides this officer there is a County Superintendent, elected by the people of each county, to whom is given particular supervision of the schools in his county. Each civil township constitutes a school District, and can be divided into as many sub-districts as convenience may require. "Independent" districts are also provided for at the option of the electors. The districts, both township and independent, are governed by directors chosen by the voters of the district. There must be three directors, with one additional for each sub-district.

The funds required for the support of the common schools are derived from various sources, and are generally classified with regard to the object of expenditure into the "Teacher's," the "Contingent," and the "School House" funds. The last two are raised wholly by tax upon the property of the particular district to which they pertain, the amount being determined, within certain limits, by the Board of Directors of the district. But to the Teacher's fund there is applicable, not only taxes on the property of the district but also the State school fund, derived from the school section in each township—the congressional grant of 500,000 acres—the donation of 5 per cent. of the price of all public lands sold in the State, besides fines, forfeitures, escheats, and sales of estrays. From a report on the condition of education in Iowa, for 1874, prepared by the Superintendent of Public Instruction for the Bureau of Education, it appears that the permanent school fund amounted to \$3,294,742.83, yielding an interest of \$304,836.64. There was received for School House Fund, \$1,182,244.02; Contingent Fund, \$887,402.95; Teachers Fund, \$2,757,641.04, making total receipts for school purposes of \$4,827,288.01.

All persons between the ages of 5 and 21 years are entitled to be admitted to the public schools. These must be kept in operation for six months each year, and may be as much longer as the electors may choose. In 1874 there were 9,253 schools taught for an average of 6.75 months, with an average attendance of 227,151 pupils.

The State University and the Agricultural College have large permanent endowments, derived from donations by the general government; in addition to which, liberal appropriations are made by the State to meet all needful expenditures.

From this brief sketch of the system of public instruction it will be seen that Iowa occupies a foremost place among the States in this important matter. Ample facilities for thorough education are provided for all, but yet the laws are only so far compulsory as to require the maintenance of schools in each district for a limited period each year. All beyond this is wisely left to the discretion of those most interested, the electors of each district, who can best adjust the intellectual pursuits to the needs and occupations of each community.

Laws.

The early settlers of Iowa did not escape the hardships, deprivations and discomforts incident to frontier life. Many are now living in affluence who were accustomed to "team" their wheat over the prairies to Chicago, and to labor temporarily in the lead mines at Dubuque, though scores of miles from their homes, in order to get "hard money" enough to pay their taxes. But as time rolled on, comforts and prosperity were attained. The rapidly increasing population necessarily converted the pioneers into law-makers, and called upon them to shape the destinies of a commonwealth. Remembering the past, it was not strange that the first settlers should pass laws unusually favorable to men of small means, and especially designed to protect them against ill-luck, misfortune, or oppression. In no other State are the means essential to the support of a family so well secured to the citizen, free from all possibility of loss except through his own voluntary conveyance.

The Homestead.—Whether owned by the husband or wife, to the extent of half an acre, if within a town plat, or not exceeding forty acres if not within a town plat, the homestead is exempt from judicial sale, where there is no special declaration of the statute to the contrary. A widow or widower, though without children, is deemed a family while continuing to occupy the house used as a homestead at the time of the death of the husband or wife. A conveyance or encumbrance of the homestead is of no validity unless the husband and wife, if the owner is married, concur in and sign the same joint instrument. The homestead is, however, liable for taxes and subject to mechanics liens for work, labor and material done or furnished for its improvement, and may be sold to pay the same. It may also be sold for debts created by written contract executed by the person having the right to convey, and expressly stipulating that the homestead shall be liable therefor; but even in such case, it cannot be sold except to supply the deficiency remaining after exhausting the other property pledged for the payment of the debt in the same written contract. The homestead descends to the issue of either husband or wife, according to the rules of descent, unless otherwise directed by will, and is to be held by such issue exempt from any antecedent debts of their parents or their own. These prominent features of the law will serve to show how thoroughly the principle that the well-being of society requires that each family should be secured in the free and uninterrupted enjoyment of a home has been recognized and established in Iowa.

(**Execution Exemptions.**—The laws of Iowa on this subject are no less liberal than those relating to the homestead. If the debtor is a resident of this State.

and is the head of a family, he may hold exempt from execution a list of articles too numerous to mention here, but amply sufficient to secure comfort to himself and family, and protect them from distress and enable him to carry on his trade or occupation. The earnings of a debtor for his personal services, or those of his family, at any time within ninety days next preceding a levy, are also exempt from execution and attachment.

To an unmarried person, not the head of a family, and to non-residents, there is exempt their own ordinary wearing apparel and trunk necessary to contain the same.

Rights of Aliens.—By the laws of Iowa, Aliens, whether they reside in the United States or any foreign country, may exercise all the rights of a citizen of the State in regard to the acquirement, holding, or transmission of property. The title to any real estate heretofore conveyed or transferred, by devise or descent, cannot be questioned nor in any manner affected by reason of the alienage of any person through whom the title may have passed.

Herd Law.

No expenditure incident to opening a new farm falls so heavily upon the settler, ordinarily, as the cost of fencing. Where stock are free commoners this expense is indispensable to the protection of the crops. But in Iowa the Legislature has wisely provided that the people of each county and civil township may adopt, by vote, a Herd Law, as it is commonly called, restraining stock from running at large. The people of the middle region of Western Iowa have very generally availed themselves of the privileges of this law, to the great advantage of men of small means who can ill afford the cost of fencing in addition to other and necessary improvements. And as this section is eminently adapted to stock raising, to which it is largely devoted, the "Herd Law" is universally approved in its practical operation. During the day the stock is tended by a herder—who is most frequently one of the boys in the family—who directs them to their pasturage, and at night drives them to the corral or cattle yard. Where settlements are frequent and cattle numerous, herding becomes a business, and the herder oftentimes has several hundred in his herd, which he tends for an agreed sum per head.

Trees.

The culture of forest trees for fuel and timber has long occupied the attention of the people of the State. It is provided that for every acre of forest trees planted and cultivated for timber within the State, the trees thereon not being more than twelve feet apart, and kept in a healthy condition, the sum of one hundred dollars shall be exempted from taxation upon the owner's assessment for ten years after each acre is so planted. The Board of Supervisors may also exempt for taxation for any one year, except for State purposes, an amount not exceeding \$500 for each acre of forest trees less than three years old, planted and suitably cultivated for timber, or for each fourth of a mile of shade trees planted along the public highway. Stimulated by these provisions of the law, tree planting has been extensively carried on and is greatly increasing. It is safe to say that within a few years, the once treeless prairies of Iowa will be provided with forests amply sufficient for all the uses of the inhabitants.

United States System of Land Surveys.

A glance at the map of Iowa will show that the counties have generally a rectangular outline, the boundaries having a north and south, and east and west direction. It will be seen also that the counties are divided into square and regular size, unless modified by the rivers. The large maps of this State show also that the whole land is divided into still smaller squares. This regularity in the division of the land is the result of an admirable system of surveys adopted by the United States government, which every person should understand, as deeds, leases of lands, tax receipts and many of our laws are written with reference to it.

This system of public land surveys provides for the division of the whole country into small square portions of uniform size, varying from that shape only when the large rivers, lakes or sea bodies make it necessary. To begin such a division of the land, there must of course be fixed points and lines to measure from. The points may be established anywhere, but usually some natural landmark is selected for them and a record made of its latitude and longitude. The primary line starting from such points are of two kinds; those running due north and south called "Principal Meridians," and those running due east and west called "Base Lines." The Fifth Principal Meridian is the one from which all the north and south lines in Iowa are measured. Its point of starting is at the mouth of the Arkansas River, in the State of Arkansas, and it ends upon the banks of the Mississippi River at the boundary line between Clayton and Dubuque counties. The Base Line from which all the east and west lines in Iowa are measured, starts from the mouth of the St. Francis River, in Arkansas, and runs due west. It crosses the 5th Principal Meridian five miles west of the place of its beginning, and forty-eight miles north of the place of the beginning of the Meridian. The point of intersection of these two primary lines is really the point from which all the Iowa land surveys are measured.

Division into Townships.—Commencing with the 5th Principal Meridian and its base line, the whole country adjacent to them in a western and northern direction is divided into squares six miles across. These squares are called townships, and are designated by numbers, beginning with No. 1 on each side of the Base Line and continuing from that line both north and south. Every township in the first tier north (or south) of the Base Line, however far east or west the tier may extend, is Township No. 1.

Ranges.—As the giving of the same number to many different Townships might lead to confusion, "Ranges" of Townships are adopted. This is accomplished by numbering the Townships again, but this time eastward and westward. This second series of numbering relates properly to the ranges of townships. So if we give the Township number north or south of the Base Line, and the Range number east and west of the Principal Meridian, it is not possible to mistake the Township for any other.

No. 1.

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

No. 2.

N. W. Quarter.	N. E. Quarter.
S. W. Quarter.	S. E. Quarter.

Section Line.—Each Township is divided by both east and west, and north and south lines in thirty-six equal parts, called sections, and the lines we call section lines. Each section is of course one mile square and contains 640 acres. Sections are divided into “quarters” by “half section lines.” And quarter sections may be and often are divided in a similar manner into four equal parts, called “quarters of quarter sections.

The sections of Townships are numbered from one to thirty-six, beginning in the north-east corner of the township and continuing as in the diagram shown on this page.

This order of placing the numbers is never departed from and one soon knows his position in a Township by learning the number of the section he is upon. Sections are divided and designated as shown in diagram 2d, and quarter sections in a similar manner.

By means of this excellent system of Land surveying a clear and accurate description may be given of any piece of land in a very few words.

The Lands of the Company.

The lands offered for sale by the Iowa Rail Road Land Company are located chiefly in the far-famed middle region of western Iowa. They comprise not only all the lands which inured to the Cedar Rapids and Missouri River Rail Road, under the grants made by Congress to aid in the construction of a rail road across the State, on the 42nd parallel of latitude, and which are now owned by the Iowa Rail Road Land Company as the grantee of the Rail Road Company; but also all the land grant lands acquired by the Iowa Falls and Sioux City Rail Road Company on account of the construction of the rail road from Iowa Falls to Sioux City, on the original line of the Dubuque and Pacific Rail Road. They also comprise the land grant lands granted by Congress in aid of the Sioux City and Pacific Rail Road Company, as well as the valuable lands purchased by that Company, both in Iowa and Nebraska; these being now the property of the Missouri Valley Land Company, by purchases from the Rail Road. They comprise also the lands and town lots owned by the Sioux City and Iowa Falls Town Lot and Land Company, and those also owned by the Blair Town Lot and Land Company; the former Company being the proprietors, in the main, of the town sites and adjacent lands on the line of the Iowa Falls and Sioux City Rail Road, and the latter being similarly interested on the line of the Cedar Rapids and Missouri River Rail Road. Besides the town lots and lands of these Companies, the Iowa Rail Road Land Company also offers for sale the town lots of the Missouri Valley Land Company, formerly owned

by the Sioux City and Pacific Rail Road, at the stations along its line, in both Iowa and Nebraska.

But although the control and sale of the property in these several Companies and the conduct of the details of their business affairs, have been intrusted for general convenience to the Iowa Rail Road Land Company, to whom all correspondence regarding the same should be addressed, yet the different Companies retain their respective titles to their own property, and all formal papers and documents are executed by the proper officers of the particular company interested, and the books, accounts, contracts, and transactions of each are kept wholly separate and distinct from all the others.

The title to the land grant lands owned by the several companies is derived through the acts of Congress making the grants, and the legislative enactments of the State supplemental thereto. The purchased lands and town lot properties have been acquired from various sources, by cash purchases, in the usual way. But whatever way acquired, the title to all the lands offered for sale by the Iowa Rail Road Land Company is perfect. It is the policy of the Company to withhold rigidly from sale any portion of the property under its control to which the slightest question of title is known to exist. In addition to the title being perfect, none of the property offered for sale by the Company, whether lands or town lots, is in any way subject to mortgage or to any other incumbrance of any nature whatever. Purchasers will acquire what the deeds of the Company purport to give, a sure, perfect, absolute and indefeasible title, with full warranties against incumbrances.

Brief History of the Land Grants.

It was early realized that without railroads the public domain in the northwest—an empire in extent, of inexhaustible fertility, rich in undeveloped resources—would continue comparatively valueless and long remain unsettled. To insure their construction, and at the same time harmonize their cost with the benefits conferred, on principles of justice to the public interests, was a problem to which the attention of Congress was earnestly directed. The whole theory of our system of government forbade their construction by the United States from appropriations out of the national treasury, while it was evident that without government assistance of some sort the railroads could not be built. Influenced by these considerations, Congress finally settled upon the plan of granting half the lands, being the odd numbered sections within certain limits, to aid in the construction of designated lines of railroad, and of doubling the price of the remaining lands; thus giving aid to the roads during the time they might well be expected to be non-paying, and at the same time protecting the public interest.

The first grant made to the State of Iowa to aid in the construction of railroads, was approved May 15, 1856. One of the lines intended as beneficiaries of the grant was designated to run across the State as near as practicable to the 42nd parallel of latitude. Having accepted the grant, with its limitations, the State conferred the lands granted for this line upon the Iowa Central Air Line Rail Road Company, upon condition that the Company would fully complete seventy-five miles of its road by December 1, 1859. In the event of the Company's failure to perform the conditions, the right to resume all the lands granted was expressly reserved. The Company never completed a single foot of railroad and the State, in 1860, exercised its right of resumption, and subse-

quently conferred all the lands granted by Congress for this line upon the Cedar Rapids and Missouri River Rail Road Company, on similar conditions relating to the construction of its line. These conditions have been fully complied with, and the road completed according to the terms of the grant. But it was early discovered that the grant itself was largely deficient in the quantity of land which Congress had intended to bestow, and to remedy this, and also to secure a modification of the line so as to form a better connection with the Union Pacific Rail Road, then being undertaken, Congress passed an amendatory act, which was approved June 2, 1864. By this act, the grant to the Cedar Rapids and Missouri River Rail Road of the odd numbered sections under the act of 1856, was confirmed and another grant made to that Company of all the public lands not sold or otherwise disposed of, within the original limits of the old Air Line Company, and within twenty miles of the modified line authorized by the amendatory act, to an amount sufficient to make up the quantity intended to be granted by the original act of 1856. The lands thus acquired under the two grants of 1856 and 1864 have been conveyed to the Iowa Rail Road Land Company, and as they comprise both the odd and the even numbered sections, within the limits of the grant, that Company is enabled to offer lands in solid tracts in any desired quantity, an advantage not usually possessed by land grant companies.

Another of the lines designated in the original act of 1856, already mentioned, was from the city of Dubuque to a point on the Missouri River near Sioux City. The lands granted in aid of this line were conferred by the State upon the Dubuque and Pacific Rail Road Company, and became subsequently the property of the Dubuque and Sioux City Rail Road Company. So much of this land as inured to the grant on account of the construction of the line from Iowa Falls West to Sioux City, was transferred to the Iowa Falls and Sioux City Rail Road Company, by contract executed by and between that Company and the Dubuque and Sioux City Rail Road, January 7, 1863, and legalized and confirmed by the Legislature of the State by act approved April 7, 1868. Under the provisions of the act last named, the grant has been adjusted between the Companies, and the lands belonging to the Iowa Falls and Sioux City Rail Road Company have been patented to it by the State, and are now offered for sale through the Iowa Rail Road Land Company.

DESCRIPTION

—OF—

1,200,000 Acres of Land in Iowa,

FOR SALE BY THE

IOWA RAILROAD LAND CO.,

LYING IN THE COUNTIES OF

Greene, Carroll, Crawford, Harrison, Monona, Woodbury, Ida, Sac, Calhoun,
 Webster, Plymouth, Cherokee, Buena Vista, O'Brien, Sioux, &c.,
 Compiled from Latest Official State Papers.

GREENE COUNTY.—A square of 16 townships, containing 576 square miles, lies between Carroll and Boone counties, and is traversed north and south by the Des Moines and Fort Dodge Rail Road Company, which follows the general direction of the Des Moines Valley, and by the Chicago and North-Western line east and west through its center, affording the most ample railway facilities for shipment of produce or receiving supplies. The surface of the county is more level and plain-like than that of most portions of the State, the undulations being so slight as scarcely to relieve the almost boundless prairie landscape. The soil is a dark gravelly loam, uniformly distributed over the upland, and is composed of vegetable deposit from two to eight feet in depth, with clay sub-soil. Occasional ponds are scattered over the surface, but they are easily drained and converted into the finest corn and meadow lands. The North Raccoon River flows diagonally across the county from the north-west to the south-east, and, with its affluents, waters and drains the greater portion of the county. It is the only stream which furnishes sufficient water to run machinery at all seasons of the year, and it has some excellent mill powers, only a few of which have as yet been improved. Good springs are abundant, and with the brooks and larger streams furnish an ample supply of pure water for stock and other purposes. Coal has been mined to some extent along the eastern border. For corn, stock raising and general purposes of agriculture, this county is unsurpassed. The last census (1875) shows a population of 7028 and 52,323 acres in cultivation. In 1864 were raised 257,760 bushels wheat, 783,027 bushels corn, 120,948 bushels oats, and there were made 238,642 pounds of butter and 2475 pounds of cheese, at factory. The Iowa Rail Road Land Company has sold in this county 15,360 acres and have for sale about 17,500 acres, at prices ranging from \$5 upwards, per acre.

The principal towns of the county are:

GRAND JUNCTION, situated at the crossing of the Chicago and North-Western and the Des Moines and Fort Dodge Rail Roads. Population 479. Stores, &c. 3 dry goods and groceries, 3 grocery, 1 drug, 1 hardware, 1 furniture, 1 variety. Churches:—1 Methodist, cost \$3000; 1 Presbyterian, cost \$3200; 1 Catholic, cost

\$1000. School Houses:—1, cost \$8000. Miscellaneous:—1 steam mill, 2 elevators, 3 warehouses, 2 hotels, 2 banks, 2 lumber and coal yards, 1 wagon, 2 blacksmith and 3 carpenter shops.

JEFFERSON, the county seat, situated on the Chicago and North-Western Rail Road. Population 900. Stores, 23:—4 dry goods, 6 grocery, 2 drug, 2 hardware, 2 furniture, 2 boot and shoe, 1 clothing, hats, caps, &c., 2 millinery and furnishing, 2 meat markets. Churches:—1 Methodist, cost \$6000; 1 Presbyterian, cost \$2000; 1 Baptist, cost \$2000. School Houses:—1, cost \$12,000. Court House, cost \$37,000. Miscellaneous:—1 newspaper, 2 mills on Coon River—two and three miles from town—1 elevator, 2 warehouses, 2 hotels, 2 lumber and coal yards, 1 bank. Shops:—2 wagon, 4 blacksmith, 4 shoe, 3 harness and 1 paint.

SCRANTON.—Population 300. Stores:—2 general assortment, 2 grocery, 2 drug, 2 hardware, 1 boot and shoe. Churches:—1 United Brethren, cost \$1200. School House:—1, cost \$5000. Miscellaneous:—2 elevators, 2 lumber and coal yards, 1 hotel, 1 blacksmith shop.

Besides these towns, there are post offices at Paton, Northville and Rippey.

CARROLL COUNTY, 245 miles from the Mississippi River and 60 miles due east from the Missouri, has 16 congressional townships and an area of 576 square miles. The Chicago and North-Western Rail Road passes east and west through its center. The great watershed dividing the waters which flow into the Mississippi from those which flow into the Missouri passes through this county in a general north and south direction, and at the highest point is 858 feet above Lake Michigan, and 833 feet above the Mississippi River at Clinton. The largest stream of the county is the North Raccoon River, which cuts across the north-east corner. The Middle Raccoon and the Brushy Fork are the next in importance, on the east side of the divide. The upper courses of the streams are little more than prairie brooks with gravelly beds and clear rapid currents. The main valleys of the North and Middle Raccoon are beautifully terraced, the materials of which are of alluvial formation and arranged in the most perfect order, varying in elevation above the rivers from 10 to 30 feet. In the valley of the Brushy Fork these terraces are not seen, the bottom lands gently ascending to the uplands on either side. Springs are numerous along all the water courses, and wells are easily obtained on the uplands. On the west of the divide are the East Boyer, the Nishnabotany, the Whitted creek, forming a drainage rarely more perfect. On all the streams, small native groves are found, and more timber exists than when the county was first settled. The soil of this county presents two well-marked varieties. In the East, a gravelly loam of great strength and productiveness is found, while to the west the uplands have the soil peculiar to the Missouri slope, and are of almost inexhaustible fertility. The slope from the summit of the great divide is quite rapid, the descent being 310 feet to the east line of the county, the streams furnishing abundant water power. The unsold lands of the Company in this county comprise about 24,400 acres, and are offered at prices ranging from \$6 per acre, upwards, the average being about \$7 per acre. The Company has sold in the county 108,320 acres.

The population of the county, by the census of 1875, is 5,760, an increase of 2159 over the census of 1873. The last census shows 58,065 acres of improved land, and that 340,161 bushels of spring wheat were raised in 1874, 550,041 bushels of corn and 107,577 bushels of oats. 93,420 pounds of butter were also made during same time.

The principal towns of this county are Glidden, Carroll City, the county seat, and Arcadia, all of which are located upon the Chicago and North-Western Rail Road.

GLIDDEN.—Population 350. Churches:—Presbyterian, cost \$1000. School House:—1, cost \$1000. Stores:—3 dry goods and groceries, 2 grocery, 2 drug, 3 shoe, 1 hardware, 1 furniture, 1 harness. Miscellaneous:—2 elevators, 1 warehouse, 2 lumber and 3 coal yards, 2 hotels. Shops:—1 jewelry, 2 butcher, 2 carpenter, 2 blacksmith, 1 wagon, 1 cooper.

CARROLL CITY, county seat of Carroll county, and the most important town in the county, is very pleasantly situated a little north of the center of the county. It was laid out in August, 1867, and now contains a population of about 1000. Churches:—1 Presbyterian, cost \$2500; 1 Catholic, cost \$1000; 1 Methodist, \$2700; 1 Congregational. School House:—1, cost about \$5000. Stores:—7 grocery and dry goods, 3 hardware, 3 agricultural warehouses (one of which sold in 1875, \$75,000 worth of implements); 2 drug, 3 shoe, 3 milliner, 1 news depot, 3 livery stables. Miscellaneous:—1 mill, cost \$20,000; 2 elevators, 3 warehouses, 3 lumber and coal yards, 5 hotels, 3 banking houses, 10 lawyers, 3 doctors. Shops:—1 wagon, 2 furniture, 6 paint, 2 butcher, 4 blacksmith, 2 barber. Two English and one German newspapers are published at Carroll.

ARCADIA, formerly Tip Top Station, the most elevated point on the line in the State. Population 300. Church:—Catholic, cost \$2500. School House:—cost \$1500. Stores:—2 hardware, 1 furniture, 1 drug, 2 variety, 3 agricultural implement. Miscellaneous:—4 grain warehouses, 3 hotels, 3 lumber and coal yards. Shops:—3 blacksmith, 1 wagon, 1 cabinet, 2 shoemaker, 1 paint, 1 tinners, 1 market.

Besides these places, post offices are established at Mt. Carmel, Browning, Carrolton, Coon Rapids and Elba.

CRAWFORD COUNTY is next west from Carroll, and fairly represents the beautiful middle region of western Iowa. The Chicago and North-Western Rail Road enters the county a little north of the center of the eastern boundary line, and running south-west down the valley of the Boyer River, a distance of over 31 miles, makes its exit near the south-west corner, affording excellent communication with the eastern or western markets. A more pleasing rural landscape than is afforded to the traveler down this valley is rarely seen. Compared with the size of the stream, the valley is wide and has a deep rich soil, well adapted to the production of the finest crops of corn, wheat, oats and other grain; and the uplands, beautifully diversified into hill and dale, are but little inferior to the bottoms in fertility. The East Boyer enters Crawford from Carroll county and forms a junction at Denison, the county seat, with the main river. The main river, or West Boyer, has its source in the northern portion of Sac county, and flows southerly across that county, entering Crawford near the north-east corner, and thence flows south-westerly across the county. The East, West and Middle Soldier cross the north-western, and the Nishnabotany the south-eastern, portion of the county. All these streams have numerous branches, and in fact no county in the State possesses a more complete system of natural drainage. The small streams are very numerous, and reach, with their rivulets, almost every quarter section. The surface is rolling, but the slopes are long and easy. The land cannot be well called broken, very little of it being too rough or abrupt for successful cultivation. Uniformly the soil is the light colored, fine silicious material, called the Bluff Deposit by the later geologists, covered by the usual vegetable mould with deep accumulations of

black loam in the larger valleys. Groves are found on the Boyer and East Boyer, and some of the smaller streams. The proportion of natural wood to prairie is estimated at $2\frac{1}{4}$ per cent. Artificial groves of cotton wood, soft maple, walnut and box elder have been largely planted and are now dotting the landscape with beauty and adding largely to the wealth and resources of the county. Wild fruits are very abundant. Among these are plums, grapes, strawberries, raspberries, crab-apples and cherries. The Iowa Rail Road Land Company offer for sale in Crawford county about 68,000 acres at an average price of about \$6, and has heretofore sold 82,240 acres.

The county contains 20 townships, or 720 square miles. It has a population, by the last census (1875), of 6039, an increase of 2262 since census of 1873. The improved land aggregated 53,058 acres. 324,894 bushels of spring wheat, and 648,658 bushels of corn, and 99,158 bushels of oats were raised in 1874. There were also 91,090 pounds of cheese, at factory, and 140,694 pounds of butter made during same period.

The principal places in Crawford are West Side, Vail, Dennison and Dowville. WEST SIDE is located on the Chicago and North-Western Rail Road, near the east border of the county. Population 300. School House:—1, cost \$1500. Stores:—6 general merchandise, 1 drug. Miscellaneous:—1 elevator, 2 warehouses, 1 steam flour mill, 1 hotel, 2 lumber and coal yards, 2 livery stables. Shops:—2 blacksmith, 1 wagon, 1 shoe, 1 cabinet, 1 tin, 1 harness, 1 carpenter. A first-rate opening here for a bank and a flax straw mill.

VAIL, a thriving town next east of Denison. Population 275. Churches:—Methodist and Presbyterian. School House:—1, cost \$1500. Stores:—3 general assortment, 2 drug, 2 hardware, 2 milliner. Miscellaneous:—1 steam flouring mill, 2 elevators and warehouses, 2 lumber and coal yards, 2 hotels. Shops:—2 carpenter, 2 blacksmith, 1 harness, 1 shoe.

DENISON, the county seat, on the railroad, and at the junction of the Boyer and East Boyer River, cannot fail to become a place of great importance. It has now (November, 1875,) a population of 954. Churches:—Baptist, Methodist, Presbyterian, Lutheran, Catholic and Episcopal. School House:—1, cost 15,000—schools graded. Stores:—2 hardware, 2 drug, 3 dry goods, 1 clothing, 4 grocery, 1 general assortment, 1 shoe. Miscellaneous:—2 newspapers, 1 flouring mill, 2 elevators, 6 warehouses, 3 hotels, 3 lumber and coal yards, 1 banking house, 3 meat markets, 2 bakeries, 1 cheese factory, 2 livery stables, 1 soap factory, 1 agricultural factory. Shops:—2 wagon, 5 blacksmith, 1 harness, 3 shoe, 2 jewelry, 1 tailor, 2 tin. A paper mill is much wanted here.

DOWVILLE, first station west of Denison. Population 152. School House:—1, cost \$1275. Stores:—1 drug, 1 hardware, 2 general. Miscellaneous:—1 flouring mill (water power), 1 elevator, 1 warehouse, 1 cheese factory, 1 lumber and coal yard. Shops:—1 butcher, 2 blacksmith, 1 shoe, 1 harness, 1 carpenter, 2 hotels.

In addition to these places there are post offices at Deloit and Kiron.

In the **COUNTY OF HARRISON** this Company has 17,960 acres, more or less scattered, with quite a compact body lying in the north-western portion, and conveniently accessible from the Sioux City and Pacific Railway, at River Sioux station. This body of land is situated upon the slopes between the Soldier and Little Sioux Rivers, and is held at \$5 and \$6 per acre. The railroad business places in the county are Dunlap, Woodbine and Logan, on the Chicago and North-Western Railway, and River Sioux, Modale, Moudamin and Missouri Valley, the junction station of the Sioux City and Pacific with the Chicago and

North-Western Railway. Population of the county, 11,818. The farm products for the year 1874 comprise, besides other crops, 143,701 bushels of wheat, 1,620,192 bushels of corn, 69,140 bushels of oats, 315,732 pounds of butter and 9,907 pounds of cheese. There were also on hand July 1, 1875, 29,365 hogs, and 28,496 had been slaughtered in 1874.

DUNLAP is situated in the north-east corner of the county, and is the gateway to the fine fertile lands in the south-eastern part of Monona county and the valley of the Soldier River. The town was laid out in 1867, and has a population of about 700. The substantial buildings of the Rail Road Company, consisting of a large brick round house and a hotel 40x150 feet, kept in an admirable manner, with other fine structures for railroad use, first gave the place considerable importance, and the enterprise of the people has since made it a center for the transaction of heavy mercantile and the kindred business of a fine agricultural district. It has a newspaper, the "Reporter," a banking house, Congregational, Methodist and Catholic churches, a fine school house, flouring mill, three warehouses, two hotels, two lumber and coal yards and eleven stores.)

WOODBINE is beautifully situated on a plateau commanding a fine view of the Boyer valley in both directions, and is a prosperous manufacturing and trading village of about 400 inhabitants. Its flouring mills and a woolen factory are driven by water power furnished by the Boyer. It is the center of a large trade in agricultural machinery and implements, a class of business that is increasing every year in this section of the State. It has Methodist and Presbyterian churches, a good school house, two grain warehouses, and ten stores and shops for general merchandising and mechanics' work.

LOGAN is a thriving town with abundant water power, and contains three general assortment, one drug, one hardware, two millinery, and one grocery stores; an agricultural warehouse, two blacksmiths' and one wagon shop, a billiard hall, two hotels—one a new one—a flouring mill, Congregational and Presbyterian churches. Its population is about 400.

MISSOURI VALLEY is located at the opening of the Boyer into the great fertile plain of the Missouri valley, and is the junction station of the Sioux City and Pacific with the Chicago and North-Western Railway. The repair and machine shops of the former Company are at this point, built of the most substantial materials. A branch of this road running due west crosses the Missouri River, and connects with the Union Pacific Railway at Fremont, in Nebraska, saving nearly forty miles in distance over the circuitous route via Omaha. This town has had a wonderful growth since its birth in 1867, and contains forty stores and shops, four hotels, two newspapers, lumber yards, and Presbyterian, Roman Catholic and Methodist Episcopal churches. A splendid school house has been lately built at a cost of about \$12,000. A flouring mill is greatly needed here.

RIVER SIOUX, MODALE and MONDAMIN are small but growing stations on the Sioux City and Pacific Rail Road. Surrounded by a fine country, they will become good trading points as improvements and settlement increase.

Besides these towns, post offices will be found at Mt. Pisgah, Reeder's Mills, Yazoo, Unionberg and Magnolia.

MONONA COUNTY lies on the Missouri River, and is in the fifth tier from the northern and southern boundary of the State. In extent it is 24 miles north and south, by an average of nearly 30 east and west, containing 16 full congressional townships and some four or five that are fractional, and embraces an area of about six hundred and eighty square miles. Like most of the coun-

ties in Iowa bordering on the Missouri, Monona presents a greater variety of surface than is found in the inland counties to the eastward. It is estimated that there are about 165,000 acres embraced in the vast Missouri River bottoms, which comprises the western portion of the county. Through this great alluvial plain the Sioux City and Pacific Rail Road has been built. The eastern portion of the county is high rolling prairie, well watered and drained by Willow creek, Soldier and Maple Rivers, and their numerous affluents, all of which are surrounded by wide, beautiful and exceedingly fertile valleys. The uplands in the immediate vicinity of the bluffs are well adapted for pasturing, for which they will in time become as celebrated, especially for sheep walks, as the Downs of England, which they closely resemble. Passing from the bluffs eastward the surface gradually becomes more and more even, and we soon find the streams bordered by gentle declivities which ascend from the sloping bottoms to the well rounded and undulating divides which intervene between the water courses. The Little Sioux flows southerly on the east side of the Missouri River plain, receiving the waters of the Maple, which traverses the entire county in a south-westerly direction. The valleys of the Maple and Soldier are of an average width of a mile or more. The soil in these, as in all the valleys, is usually a deep black mould or fine loam, and is from six to fifteen feet in depth, and produces the most luxuriant crops of corn and other grains and vegetables indigenous to the western slope. The uplands are covered with good soil, of the "Bluff Deposit," and afford boundless grazing range. The native grasses make an excellent quality of hay. Timber is abundant on the Missouri, while more or less extensive groves are found on the Little Sioux and in the ravines on its east bank, with scattered groves along the Maple and Soldier. The Iowa Rail Road Land Company offers for sale in this county about 78,500 acres, at prices ranging from \$3 to \$10 per acre—the average being about \$5.

According to the census of 1875, the population of the county is 5977, an increase of 988 since 1873. There are 52,242 acres of improved land. In 1874 there were raised 183,811 bushels of wheat, 818,388 bushels of corn, 66,475 bushels of oats; there were also 129,818 pounds of butter made. Hogs on hand, January 1, were 14,830, with 11,125 sold in 1874 for slaughtering.

The railroad stations in this county are Onawa, Whiting and Blencoe. There are post offices also at Arcola, Castana, Maple Landing, Mapleton, St. Clair, Soldier and Ticonic.

ONAWA, the county seat, has a population of 790. Stores:—4 dry goods, 2 drug, 2 boot and shoe, 2 grocery, 2 hardware, 2 clothing. Churches:—Congregational, cost \$6000; Methodist, cost \$2000; Catholic, \$1000. School House:—1, cost \$25,000. Miscellaneous:—1 mill, 2 elevators, 1 warehouse, 1 bank, 2 hotels. Shops:—2 harness, 1 tailor, 1 tinsmith, 3 blacksmith, 2 wagon, 3 carpenter.

WOODBURY COUNTY is situated on the western border of the State and embraces a superficial area of about 832 square miles, or 432,480 acres. About 146,000 acres of this land is Missouri River bottom, of great fertility and unsurpassed for agricultural and grazing purposes. It averages a width of from ten to fifteen miles. But a small portion of it is subject to overflow. The Missouri and the Big Sioux Rivers form the western border of the county. The eastern and middle portion is watered by the Little Sioux and the West Fork. Maple River crosses its south-eastern, and the Floyd its north-western, townships. The latter stream is named to perpetuate the name of Charles Floyd, who died about two miles south of its mouth, in August, 1804, a sergeant in the celebrated exploring expedition of Captains Lewis & Clark. Forty-four years afterward

the first permanent settler of the county located at Floyd's Bluffs, very near the spot where Sergeant Floyd was buried by his comrades. The uplands in this county rise less abrupt from the bottom than in Monona county. In the interior they are rolling; and descend into the valleys by graceful declivities. The water courses are confined within steep, grassy banks, margined by sloping bottom lands a mile or two in width. The subsoil of the uplands consists of an admixture of vegetable matter, with fine silicious marl, possessing great fertility. In the valleys a black loam several feet in thickness occurs. The uplands are well adapted to the growth of grain, and the valleys afford the best of corn and finest of meadows. Considerable tracts of wood border the Missouri, the cottonwood, elm, hickory and black walnut predominating, and in some places native forests overspread the uplands from the banks of the larger streams and intersecting ravines, but the inland region is a vast rolling prairie, with a luxuriant growth of herbage, possessing scarcely a tree. In the census of 1875 Woodbury county had a population of 8568, an increase of 1580 in two years. The Company still own in this county, after sales aggregating 11,660 acres, about 143,160 acres, which are priced at from \$5 to \$8 an acre, with a few choice tracts near stations at higher rates.

From the census statistics of 1875, it appears there were raised in Woodbury county, in 1874, 218,815 bushels of wheat, 490,371 bushels of Indian corn, 91,647 bushels of oats; there were also 143,505 pounds of butter, and 17,257 pounds of cheese, in factory, made. Hogs slaughtered, 5,812; on hand, 9,356.

The railroad stations in this county are Sioux City, Sergeants Bluff, Salix and Sloan. Besides these, there are post offices at Gale, Listonville, Moville, Otoe, Rack Branch, Smithland, Woodale and Correctionville,

SIoux CITY, the county seat, is beautifully situated on the Missouri, immediately above the Floyd, and about two miles south of the Big Sioux. It is favorably located for commanding the trade of a large district of county. The business portion is built upon a "bench" bordering the river, while round it rise the bluffs, affording fine locations for residences. In the spring of 1855 there were two log cabins on the present site of Sioux City. About the 20th of July of the same year the first stage and mail arrived. In July, 1875, the city contained a population of 4290. There are six organized church societies, each having a fine place of worship—Congregational, Methodist, Episcopal, Catholic, Presbyterian and Baptist. There are three primary, one graded, and one high schools, the later cost over \$35,000. There are four newspapers, one daily and three weekly—one of the latter being a German paper. Every branch of business is well represented, and the citizens are conspicuous for enterprise as well as intelligence.

SERGEANTS BLUFF. Population 350. Three general stores, one church—Methodist; Congregational society organized but without building, one saw mill, one elevator, and a school house. The principal business of Sergeants Bluff is the extensive manufacture of pottery, of superior quality, and bricks of excellent quality which are shipped to points over a hundred miles distant.

SLOAN is a promising town on the Sioux City and Pacific Rail Road, 21 miles from Sioux City.

IDA COUNTY contains 432 square miles, or 276,480 acres. The Maple River runs through the county from north-east to south-west. Its principal branches are the Odebolt and Elk flowing in from the east, and Battle Creek from the north. The Soldier rises in the south-east part of the county, and the Little Sioux cuts

its north-western corner. These with many smaller waters courses intersecting the uplands in all directions, complete a most effectual system of surface drainage. The valleys of the streams are unsurpassed in fertility, and Maple valley, especially, is noted, even in Iowa, for the beauty and fertility of its farming lands, and is generally regarded as the finest in the west. The stream winds through a broad bottom, relieved here and there by beautiful groves which grow on its borders and define its course. The adjoining uplands slope to the valley so gently that the line of division is almost imperceptible. It is hard to tell where the uplands end and the valley begins. Equally beautiful valleys which border the lower course of many of the tributaries open into the Maple and lend enchantment to the graceful outlines of the scene.

The general character of the surface of Ida is undulating, or rolling prairie, but very little of it being too broken for cultivation. The soil in the valleys is dark mould; on the uplands the usual Bluff Deposit of the Missouri slope. There is not an acre of barren soil in the whole county. Stock raising and the dairy will succeed well everywhere. Blue joint, a wild grass of most nutritious nature and indicative of the best soil, predominates, and in many places the yield is as great as four tons to the acre.

The Company own about 142,400 acres of land in this county, lying in solid bodies, and available in almost any desired quantity, for colonies or families. Price about \$6 per acre. Sales in the county have aggregated 36,600 acres.

The population, by the census of 1875, is 794, an increase of 345 since the previous census of 1873. There were improved lands, by same census, aggregating 7292 acres. Raised in 1874, 48,815 bushels of wheat, 108,465 bushels of corn, 14,060 bushels of oats; there were also 20,835 pounds of butter made.

IDA is the county seat. There are post offices at Willowdale and Silver Creek.

SAC COUNTY is the third from the Missouri river, and the fourth from the north line of the State. It embraces 16 congressional townships, or 368,640 acres. It is admirably watered and drained by the North Raccoon and Boyer rivers, and their tributaries, together with several branches of the Maple, which have their sources in this county. Lying upon the great watershed dividing the Mississippi and Missouri rivers, this county possesses the characteristic features of both the eastern and the western "slope." There is also a middle ground, a well defined plateau-like ridge from one to five miles in width, which forms the summit of the divide and passes through the county north and south, near the middle. The eastern face of the divide presents the appearance of a broad plain traversed by low ridges or benches. The streams are clear and rapid with gravelly beds, and on the North Raccoon are a number of fine mill sites. The soil is a gravelly loam on the uplands, with the usual accumulation of alluvial material in the bottoms. On the western slope of the divide the streams descend with more uniform declivity. The Boyer bottom is about half a mile wide. The land rises with easy slope to the divide between it and the Maple, and, being intersected by many drainage channels, produces a belt of rolling uplands of great beauty and fertility. The soil is that peculiar to the Missouri slope, the "Bluff Deposit," so called, a finely comminuted silicious marl. On the watershed between the Raccoon and the Boyer are several small lakes, the largest of which, in Townships 86 and 87, Range 36, is called Wall Lake. This attractive body of water covers an area of about three square miles, and in a few places exceeds twelve feet in depth. Part of the shore is bordered by an embankment of earth and boulders, the latter in some places

having the appearance of an artificial wall, and hence the name Wall Lake. Fish of various kinds abound in the lake, and in the spring and autumn myriads of wild fowl make it their resort. For general agricultural purposes no county in the State exceeds Sac in excellence of soil, water or climate. The population is now 2873, an increase of 1175 in two years. During the year ending March 31, 1875, the Company sold in this county, to actual settlers, almost exclusively, 46,077 $\frac{27}{100}$ acres. It still has on hand about 64,280 acres, which it offers at about an average price of \$6 per acre. The total sales in this county have been 127,040 acres.

The following statistics from the census of 1875 present a flattering showing for a county that, until a few years ago, was almost uninhabited: Acres improved, 31,336; bushels of wheat raised in 1874, 110,094; corn, 279,716; oats, 6599; pounds of butter made, 84,953.

The railroad does not touch the limits of Sac, and there are therefore no prominent towns. Sac City is the county seat, and the principal place in the county. There are post offices at Grant City, Philo, Wheeler's Ranch, and Oliver.

CALHOUN COUNTY. Population 3185. The Iowa Falls and Sioux City Railroad touches the northern line of this county, and the Des Moines Valley and Chicago and North-Western Rail Road lines pass just beyond its boundaries on the east and south. The Government grant to this Company comprised a belt of lands in Townships 86 and 87 across the entire county, of which there remain over 26,000 acres, through which, at distances of about eight miles, Cedar, Lake, and Camp Creeks, considerable branches of the North Raccoon, find their courses in a southerly direction. The surface is less undulating than any portion of the country before described, and in general appearance as well as soil, assimilates to the fine rich prairie lands of Central Illinois. There is quite a body of timber on the banks of the North Raccoon in the south-western part of the county, which supplies not only the settlers of this, but also those of Carroll and Sac counties. Fuel for the eastern part is afforded from the Des Moines Valley Rail Road, which passes due north and south, about five miles east of the county line. Water is abundant. Manson and Pomeroy are the railroad towns. Lake City is the county seat. The lands are excellent for grazing and corn, and are held at \$5 and \$6 per acre.

MANSON is eighteen miles from Fort Dodge and is surrounded with a rapidly growing country. It is an excellent point and will do a thriving business.

POMEROY has been only lately laid out, and gives fine promise of being a flourishing town.

WEBSTER COUNTY. Population 13,114. The Des Moines river, the largest stream of the State, passes through this county. Heavy woodlands border its banks. Though this valley furnishes the finest agricultural lands, its mineral resources form its most prominent features, excellent bituminous coal, supplying fuel to the vast prairie regions west, being abundant. At Fort Dodge and in its vicinity, three distinct beds of coal are found at different depths, and all along the valley sides this coal either crops out or is readily accessible, the seams varying in depth from 2½ to 4½ feet. The gypsum deposit, in the central portion of this county, from which the famous "Cardiff Giant" was manufactured, is one of the largest in the country, and is being extensively used for building purposes, the depots and many fine residences at Fort Dodge having been built from it. This place is the county seat. Duncombe and Barnum are railroad towns on either side of the former city. The soil in this county is of

great fertility, generally rolling prairie. This Company's lands comprise about 8000 acres, all in Township 86 N., Ranges 27, 28, 29 and 30. The Des Moines Valley Rail Road passes through the east tier of sections in Township 86, Range 30. These lands are priced at from \$5 to \$8 per acre.

The Rail Road Company's towns are Duncombe, an addition to Fort Dodge, and Barnum.

DUNCOMBE and BARNUM are new towns, provided each with a good depot and shipping facilities, and with the usual trade of a newly laid out railroad town.

FORT DODGE was occupied as a Government post more than twenty years ago. It is located on an elevated bank of the Des Moines River, and is the junction station of the Des Moines Valley with the Iowa Falls and Sioux City Rail Road. Its population is 3333. It has elegant residences and substantial business blocks, some of the finest being composed of the gypsum material extensively quarried in the vicinity. Coal veins four and five feet thick, crop out on the sides of the hills and ravines, and are extensively mined for the country east and west, to which it is supplied by rail. Three newspapers are published here, and the Christian religion is represented by eight denominations, each having a fine church edifice. It is the county seat, and has been the center of trade in this part of Iowa for many years.

PLYMOUTH COUNTY is on the western boundary of the State, in the third tier from the north end, and contains 840 square miles, or 537,000 acres. The principal streams in the county are the Floyd, the west fork of the Little Sioux, Broken Kettle, west branch of the Floyd, and Perry and Willow Creeks. All these streams run very uniformly from the north-east to the south-west, affording good stock water and drainage to almost every half section in the county. There are no marshes or swamps in the county worthy of mention. The general character of the county is gently undulating prairies, with some broken land in the western part of the county, especially on the Big Sioux and Broken Kettle. The soil is the productive bluff deposit peculiar to the western slope, and cannot be excelled in fertility. The Iowa Falls and Sioux City Rail Road (operated by the Illinois Central Rail Road) traverses the county, extending from the north-easterly to the south-westerly portion, following the course of the Floyd. At Le Mars the Sioux City and St. Paul Rail Road, coming down Willow Creek, makes a junction with the Iowa Falls Road, and uses its track, at present, to Sioux City, a distance of 25 miles. These roads afford ample market facilities to every portion of the county. The population of the county, by the census of 1875, is 5282, an increase in two years of 1398. During the last fiscal year the company sold in the county, 9695 $\frac{23}{100}$ acres, and has still on hand about 163,355 acres, held at prices ranging from \$5 to \$10 per acre. The farming statistics show among products of 1874, bushels of wheat, 442,736; corn, 175,778; oats, 120,437; pounds of butter made, 88,846.

The railroad stations are James, Merrill, Le Mars and Remsen. There are post offices at Panona, Rosbach and Seney, as well as at the stations named.

LE MARS, the county seat, is located at the intersection of the Iowa Falls and Sioux City Rail Road with the Sioux City and St. Paul Rail Road, 25 miles from Sioux City, and is a very flourishing and promising town, possessing a population of about 1000. There are thirty-six stores of all kinds, two school houses, four church societies—Catholic, Congregational, Methodist and Episcopal, one newspaper, a steam flouring mill costing \$20,000, four elevators, four warehouses, two banking houses, three hotels, and shops for the different mechanical pursuits required by a rapidly growing place.

MERRILL, JAMES and REMSEN are small stations at present, but being surrounded with extremely rich farming lands must grow with the development of the country and soon become attractive villages.

CHEROKEE COUNTY, lying between Plymouth and Buena Vista, is 24 miles square, and contains 368,640 acres. It is well watered and drained by numerous streams flowing in a southerly, and southeasterly direction. The largest of these is the Little Sioux, which enters near the northeast corner of the county, and flows diagonally across its entire extent. The Maple, with its headwaters in the northeastern border, runs in a more southerly direction. Fish of various kinds abound in the Little Sioux. The general surface of the county is rolling, and very little of the land is too broken to be cultivated with ease. Composed of the bluff deposit, or silicious marl, which characterizes the Missouri slope, the soil is of excellent quality and well adapted to the production of corn and other grains in great perfection and abundance. The valleys, as usual in this portion of the State, present unusual attractions to the farmer. Water is everywhere readily found by digging but a few feet below the surface. Along the Little Sioux there is found considerable timber. Several good mill sites are afforded by the same stream, which meanders through one of the most beautiful valleys of the State.

The population of the county by the last census, is 4,245. The Company sold in this county, the last fiscal year, 11,356 acres, and has on hand 76,208 acres, at prices averaging about \$6.50 per acre. Total sales in the county, 74,360 acres.

The principal towns of the county are Aurelia, Cherokee, Hazard and Marcus, all situated upon the line of the Iowa Division of the Illinois Central Railroad. Besides these Stations, Post Offices are established at Pilot Rock and Washta.

AURELIA, 68 miles from Sioux City, is located on one of the principal branches of the Maple river, and the surrounding country partakes of the characteristics of the beautiful and luxuriant valley of the main stream. The population is 103. The business wants of the community are supplied by two general stores, two elevators, two lumber and coal yards, and several mechanic shops.

CHEROKEE is the county seat, and was laid out in 1870, on an elevated plain at the right of the Little Sioux. It has had a rapid and healthy growth, and now contains a population of over 1,000. There are of stores, 9 Dry Goods, 3 Drug, 2 Clothing, 4 Grocery, 2 Boot and Shoe, 2 Jewelry, 4 Hardware, 3 Millinery, 2 Music and 2 Furniture. Churches:—1 Methodist, cost \$1,200; 1 Baptist, cost \$2,500; 1 Presbyterian, cost \$3,500; 1 Congregational, cost \$3,000; 1 Catholic, \$400. School Houses:—1, cost \$6,000. There are also 1 grist and saw mill, value \$15,000; 4 elevators, 3 banking houses, 3 hotels, 3 lumber yards, 4 coal yards, 4 dealers in agricultural implements, 2 weekly papers, 7 lawyers, 4 physicians, 6 insurance agents, besides representatives of all the useful occupations required in a prosperous and rapidly growing community.

HAZARD is a shipping station, with a store and lumber-yard.

MARCUS is a thriving business and market town, with 11 stores of various kinds, 3 hotels, 4 lumber-yards, 2 elevators, 2 blacksmith-shops, 1 broom-factory, and Catholic, Congregational, Lutheran and Methodist Church Societies.

The county of **BUENA VISTA**, as its name indicates, presents to the eye a fine view of swelling, unbroken prairie, greater in extent than can be seen in any other part of Iowa. It contains 16 congressional townships, or 576 square miles, and lies on the summit dividing the waters flowing into the Missouri and Missis-

issippi rivers. It is the third county in distance east from the Missouri, and also the third south from the Minnesota State line. Population, 3,561. Its surface is almost entirely a gently undulating prairie, with narrow belts of woodland along the Little Sioux, which crosses its northern boundary. A few groves also appear near the headwaters of the Raccoon, a little east of its centre, but the supply of native timber is quite limited. These streams, together with that branch of the Maple which rises in the southwestern part, afford, with their many affluents, a very evenly watered region of country, with most excellent drainage. The soil in this county is the usual rich vegetable mould, underlaid by that characteristic bluff deposit which is the uniform subsoil of the Middle Region of Western Iowa, and from the nature of its admixture of loam and finely comminuted clay, gives that warmth and mellowness so favorable to the growth of vegetable productions in this part of the State. A prominent feature of this county is Storm Lake, a beautiful body of clear water covering about ten square miles, with steep banks and a line of large boulders along its shore, forming a natural wall. Upon the north shore of the lake, and on the line of the Railroad, the thriving town of Storm Lake is situated. The other railroad stations in the county are Newell and Alta, the latter the summit station on the Iowa Falls & Sioux City Railroad between the Mississippi and Missouri rivers, and in the vicinity of which a large Scandinavian settlement has been formed. The Company now offers for sale 42,230 acres, the average price being about \$5.50 per acre. Sales in the county have been 55,640 acres.

The farm products of the county for 1874, comprised, among other crops, 162,737 bushels of wheat, 228,231 of corn, 67,069 of oats, 69,853 pounds of butter, and 1,377 pounds of cheese made in factory.

NEWELL, begun in October, 1870, is a thriving town, and a shipping place of considerable importance. It is well provided with stores and business facilities of all kinds, and possesses a weekly paper.

STORM LAKE was laid out in August, 1870, on the north shore of the lake of the same name. It contains at the present time a population of 600, and 23 stores, representing all the usual branches of trade. Its religious advantages comprise four churches:—1 Presbyterian, costing \$3,000; 1 Baptist, cost \$3,000; 1 Methodist, cost \$3,500; 1 Catholic, cost \$2,000. There is one School House, costing \$6,000, and one steam flouring mill. Among other business establishments are 3 elevators, 1 warehouse, 2 banking houses, 2 hotels, 4 lumber yards, 3 coal yards, 4 agricultural implement dealers, 2 livery stables, 1 newspaper, and shops "too numerous to mention."

ALTA, 6 miles west of Storm Lake, has a population of about 200, with six stores, two churches (Methodist and Lutheran), with coal and lumber yards, shops, &c. This place is on the summit of the great divide between the Mississippi and Missouri rivers. The surrounding country is gently undulating and exceedingly fertile, and is being rapidly settled by Scandinavians and Germans.

The Company's experienced Field Agent, P. G. Peterson, is located here, and will render his aid to any one desiring to select a farm from the choice lands in this region.

O'BRIEN COUNTY is north of Cherokee. It is well watered by the Little Sioux and Floyd rivers, which rise in its northwestern part, and by Henry, Waterman, and Mill creeks, and many smaller streams. Its surface is an unbroken undulating prairie, and although it possesses no well marked valleys, marshes and ponds are comparatively rare. The southeast township contains almost all the woodland within its limits. The streams abound with fish; and deer, elk and

other game are plenty. The St. Paul & Sioux City Railroad on the west, and the McGregor & Western Road which contemplates passing through its centre when completed, will furnish this county with ample railroad facilities. Present population, 2,349. O'Brien is the county seat. This Company has 46,878 acres, alternate sections, in the south part, all of an exceedingly fine quality of land, and held mostly at \$5 per acre.

SIoux COUNTY lies directly north from Plymouth, and is watered by the same streams that flow through the latter county, which, with Rock river and Indian creek, furnish water and drainage in great perfection. The county has also the same characteristics of soil and surface as before mentioned of Plymouth. Population, 3,120. Not a single rock is to be found in the county. The St. Paul & Sioux City Railroad, now completed through Sioux county, affords the means for marketing produce, besides furnishing ready supplies of lumber from the yards on the Upper Mississippi. Calliope is the county seat. This Company has about 22,500 acres for sale, in alternate sections, all in the southern part of the county, at \$5@ \$7 per acre.

In **HARDIN COUNTY** 6,000 acres of fine grain and meadow lands are for sale, mostly located in Town. 86, Range 22, and about 12 miles distant from either railroad. The Iowa river passes through this county to the east of these lands, its banks furnishing abundant supplies of limestone of a superior quality for building purposes and for lime. Population, 15,029. Excellent potteries are established at Eldora. Iowa Falls, the county seat, is the principal business centre of the county.

In the following counties are about 20,000 acres of the Company's lands, lying mostly in scattering tracts of forty acres, and chiefly desirable as adjuncts to neighboring farms, though occasionally a highly desirable quarter section may be found, viz: Hamilton, Story, Boone, Tama, Shelby, Audubon, Guthrie, Benton, Linn, Jones, Cedar, Jackson, Scott and Clinton counties.

The Lands in Nebraska

Offered for sale by the Iowa Rail Road Land Company, are located on either side of the Sioux City & Pacific Railroad, and within ten miles of its track, extending from the Missouri at Blair, to Fremont, in Dodge County, where it intersects the Union Pacific Railroad, a distance of 27 miles. These lands comprise in all about 35,000 acres. Lying directly within the valley of the Missouri, they do not differ materially in soil, or surface, or climate, from the lands in Iowa on the opposite side of the river, which have been already described at length. The bottoms are not so broad at this part of the river, nor are the bluffs immediately overlooking them so steep as those in Iowa; but the "bluff deposit" is still the characteristic soil, and gives assurance of great productiveness. Away from the bluffs the surface is undulating and well watered by numerous streams, principal among which are the Elkhorn river and Belle and Logan creeks. In all the northern portion of Nebraska the lands grow more and more sandy and deteriorate in quality, in proportion to their distance from the river, after passing the first two tiers of counties on the eastern border. But the first tier or two of counties contain farming lands of the very best quality in respect to both soil and surface. The lands offered by the Company lie within this fertile belt, and possess the additional advantage of being near shipping points and a market.

The railroad towns near these lands are Blair, Kennard, Belle Creek and Fremont.

BLAIR—the county seat of Washington county—is situated on a “bench” three miles west of the Missouri, some sixty feet above the river. It is the junction station of the Sioux City & Pacific with the Omaha & Northwestern Railroad, 26 miles north of Omaha. The first sales of lots were made March 10th, 1869, and at the present time there are many substantial buildings, prominent among which may be mentioned, a fine brick Court House, a Railroad Round House, and the Quinby Hotel—built by the Sioux City & Pacific Railroad—presenting a front of 130 feet. Its business is represented by 20 stores, 3 agricultural warehouses, 1 banking house, 8 hotels, a weekly newspaper, flouring mill, and shops of all kinds required to supply the wants of a prospering and rapidly increasing town. Population, 885.

KENNARD and BELLE CREEK are flourishing stations, the latter being on the border of the Platte valley, at its junction with the Elkhorn.

FREMONT, on north side of the Platte, is the county seat of Dodge county, and the point of junction of the Sioux City & Pacific, the Fremont, Elkhorn & Missouri Valley, and the Union Pacific Railroads. It is the market town for a large extent of country surrounding it, and being rapidly settled. Present population about 3,000.



How to Reach these Lands—General Directions to Purchasers.

The trains leaving Chicago every morning and evening for Western Iowa via the Chicago and North-Western and Illinois Central Railways, traverse the whole district of country in which these Iowa lands are situated, and at any station adjacent to them, information can be obtained as to their location and the price of every tract. Agents have been appointed at all the principal stations to show these lands, and are supplied with suitable conveyances to enable persons to make their selections from personal examination, and the business connected with the purchase can be transacted through the local agency;—but it is recommended to all whose route lies through Chicago or Cedar Rapids, to call at the office of this Company in either city—54, 56 and 58 Eagle street, Cedar Rapids, or 92 Randolph street, Chicago,—where full particulars will be furnished regarding the different localities, and every assistance rendered to enable purchasers to select their lands with the least expense and trouble. If it is more convenient, the purchaser can remit his money by express at the Company's expense, or drafts to its order, by mail, describing the tract desired, and the business will be attended to with care and promptness.

The passenger fare to Chicago, Illinois, from any railroad station in the United States or Canada, can be ascertained at almost any local ticket office.

WHERE TO OBTAIN LAND EXPLORING TICKETS—At the office of this Company in Cedar Rapids or Chicago, **Land Exploring Tickets** are sold, good on all first-class passenger trains of the Chicago and North-Western, Illinois Central or Sioux City and Pacific Railways, with the privilege of stopping over at any intermediate stations within the land district. The amount paid for an exploring ticket will be allowed the purchaser of 80 acres on his first payment, (or half the amount on 40 acres), thus, in fact, giving to every purchaser a free pass to his land.

Terms of Payment.

The lands of this Company are now offered at from \$5 to \$7 per acre, with some few tracts near stations at higher figures, and upon the following terms of payment:

For all Cash at time of payment, five per cent. discount from the short time price.

On Short Time, the principal payable one-fourth down and the balance in one two and three years from the date of purchase, with interest in advance each year, at six per cent.

Or upon Long Time, at ten per cent. advance of the short time price, payable one-fifth cash, the second payment being a payment of the interest only, and the balance in two, three, four and five years, *all at six per cent. interest.*

A purchasers account would stand as follows, supposing he contracted for 40 acres on either of the above terms:

SHORT TIME EXAMPLE.

(At \$6.00 per Acre.)

						INTEREST.	PRINCIPAL.
Cash Payment,	-	-	-	-	-	\$10 80	\$60 00
In one year,	-	-	-	-	-	7 20	60 00
In two years,	-	-	-	-	-	3 60	60 00
In three years,	-	-	-	-	-	—	60 00

LONG TIME EXAMPLES.

(Price of same, \$6.60 per Acre.)

						INTEREST.	PRINCIPAL.
Cash Payment,	-	-	-	-	-	NONE.	\$52 80
In one year,	-	-	-	-	-	\$12 67	NONE.
In two years,	-	-	-	-	-	12 67	52 80
In three years,	-	-	-	-	-	9 50	52 80
In four years,	-	-	-	-	-	6 34	52 80
In five years,	-	-	-	-	-	3 17	52 80

For all cash the same land may be purchased for \$228.00 down at date of purchase.

Maps of the unsold lands in any county, and prices of any particular tract, and any information not contained in this Guide, will be furnished upon application in person or by letter, addressed

Iowa Rail Road Land Co.,

CEDAR RAPIDS, IOWA, or CHICAGO, ILLINOIS.

Iowa R. R. Land Co.

A. X. SHOEMAKER, AGENT,

No. 5 N. 3d ST. HARRISBURG, PA.

REASONS FOR PURCHASING A HOME

—OF THE—

Iowa Rail Road Land Company.

The lands described in the foregoing pages are situated in one of the most prosperous States in the Union, and all within the belt of country known to be the most conducive to agricultural thrift and profit, producing with little labor and in great abundance, corn, wheat, and grain of all kinds, cattle, hogs, wool, flax, butter, cheese and other staple products with which the world is fed and clothed. A choice from over one million acres can be had upon such terms of payment that a home and livelihood are brought within the means of almost every industrious and frugal family.

The purchaser goes into no wilderness or far-off land. The region is merely suburban to the older West, in which there are none of the dangers or hardships common to the frontier. Schools, churches, stores, warehouses and markets, telegraphs and mails, are already established, and trains on the railroads traversing the lands, run twice daily to Chicago with no change of cars.

THE IOWA RAIL ROAD LAND COMPANY sold during the past year 1617 farms, comprising in all 146,614⁴⁷/₁₀₀ acres of its lands in the middle region of Western Iowa.

The inducements offered to these settlers, have been the excellent soil and healthful climate—the pure and abundant waters—the low prices of the lands and liberal terms of payment—the *readier market facilities and cheaper transportation as compared with the farming country farther west*—and the Company gladly refers intending purchasers to the farmers already on the ground for any information regarding the lands it offers for settlement and occupation.


NEW AND SPECIAL FACILITIES

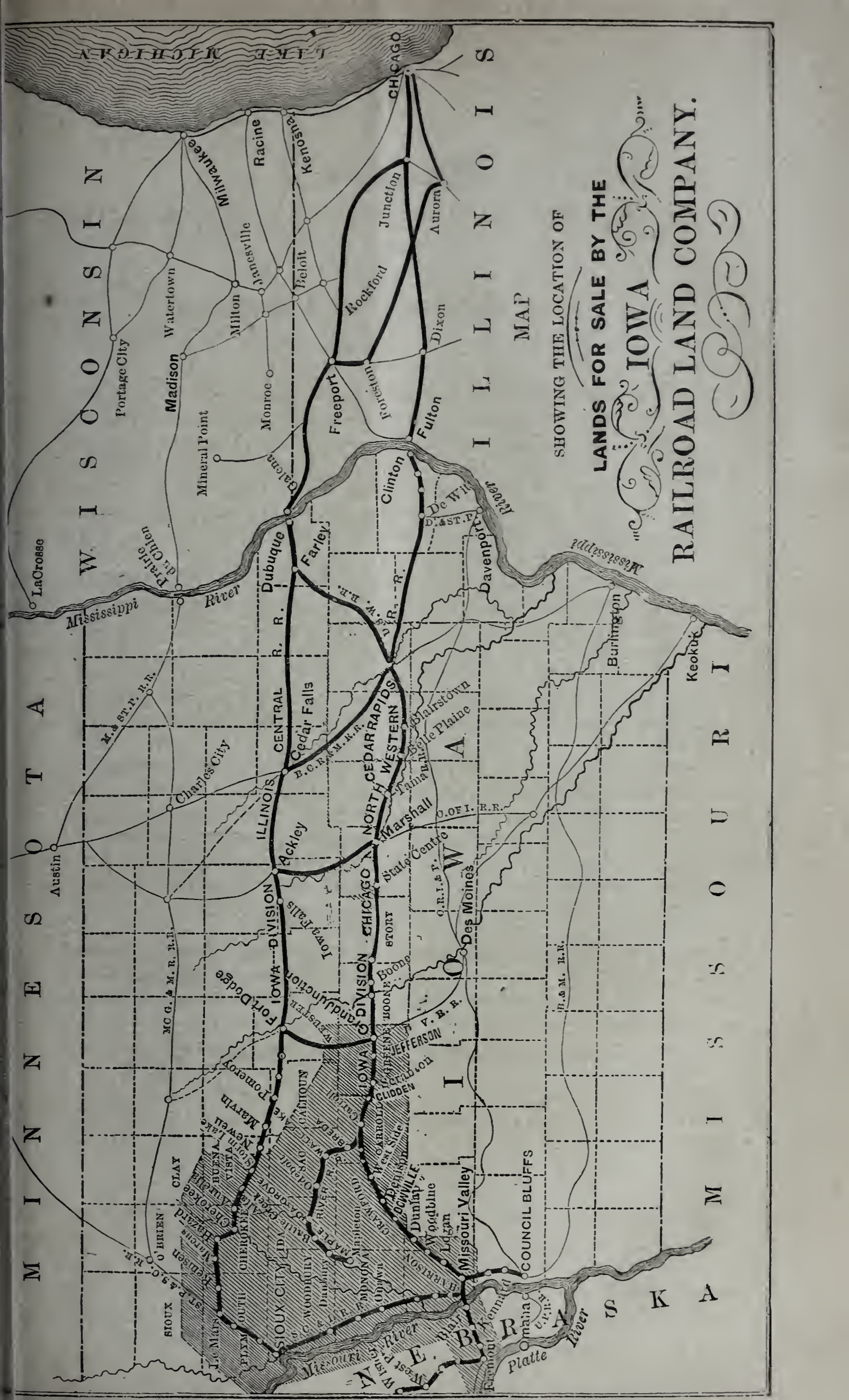
Are now offered to those who may desire to see and judge for themselves of the desirableness of this region for purposes of profitable agriculture.

Besides the ordinary land exploring tickets for sale as mentioned on page 30 of this Guide,

ROUND TRIP, HALF FARE EXCURSION TICKETS

Can be obtained at the Chicago office, No. 92 Randolph St., entitling the holder to a rebate of the fare paid in case of purchase; thus in fact giving to every eastern purchaser a free passage from Chicago out and back.

 N. B.—Settlers' teams and movables by the car load from Chicago, Cedar Rapids and intermediate stations on the Chicago and North-Western Railway, or from Dubuque and stations on the Illinois Central Rail Road, will be transported to places on either of their lines in Western Iowa, at the lowest emigrant rates. For rates, apply to the Station Agent at any point of shipment.



SHOWING THE LOCATION OF

LANDS FOR SALE BY THE

IOWA RAILROAD LAND COMPANY.

